

GIANT AIRBOAT NOW READY TO CROSS THE SEA

Curtiss' Colossus Capable of
Carrying Fifty.

FLIES 80 MILES AN HOUR

Coast and West Indies Trade to Get
First Call in Aviation—Curtiss' Ma-
chine Was Built for Navy as Subma-
rine Chaser, but Some Modifications
Could Very Easily Adapt it for Pas-
senger Use.

A flight across the Atlantic is as-
sured in the immediate future. This
statement is made on the authority of
Glenn H. Curtiss, inventor of the fly-
ing boat and pioneer engineer in the
airplane industry. The prediction of
transoceanic flight has been made be-
fore by men prominent in aviation, but
Mr. Curtiss' statement differs from
other men's because he adds he has
built the machine which can bridge the
ocean.

It may be that the honor of first fly-
ing from America to Europe will go to
the United States navy, for Mr. Cur-
tiss' airboat, the largest and most pow-
erful in existence, is a navy airboat,
or rather air vessel. The machine is
of huge dimensions, but the best pos-
sible way of describing its power in
few words is to say it has carried 50
men in sustained flight. Its lifting ca-
pacity is five tons.

Because the Colossus is entirely the
property of the navy the inventor would
not say any more than that he is
willing the attempt be made by the
giant aircraft as soon as certain modifi-
cations can be made. As constructed
the Colossus is a fighting machine not
intended primarily for such lengthy
flights as the crossing of the Atlantic.
Naval air officers at Baltimore some
days ago spoke guardedly of the possi-
bility of a transatlantic flight by the
machine at Rockaway. They stated at
that time that the Rockaway plane
was the first of a series to be con-
structed for transatlantic flight.

Dwarfs All Aircraft.
The America, wonder of 1914, built

by Mr. Curtiss for Rodman Wanamak-
er, who was backing Lieut. John Cyril
Porte, Irish aviator. In his attempt to
win the \$50,000 prize offered by the
London Daily Mail, he started to the
significance by the great spread of the
Colossus. The huge Sikorsky, 118
feet of wing spread, which carried 17
men in Russia in 1914, is also smaller
than the new flying boat. The Cap-
roni triplane, with seats for 25, like-
wise is dethroned as monarch of the
air.

Recently rumors have been heard
about the gigantic craft, but only now
is it possible, owing to the abandon-
ment of secrecy by the navy, to de-
scribe the principal features of the
Colossus.

The flying boat is a biplane fitted
with three motors, details and power
of which are withheld. From tip to
tip its huge upper wings stretch 126
feet—only 10 feet less, by way of com-
parison, than the height of the Brook-
lyn bridge. From prow to tail she is
70 feet long, and from the gunner's
cockpit on the top wing to the keel is
a distance of 25 feet. The distance
between upper and lower planes is 12
feet.

The vessel was constructed by Mr.
Curtiss for the navy as a submarine
chaser, and armament—details with-
held—was carried not only in the cock-
pit on the top wing, but also in an-
other cockpit in the prow. In the navy
she is known as the Curtiss N. C. I.
Makes Speed, Climbs Well.

Speed and ability to climb rapidly
are of course essentials in submarine
chasing, and the Colossus has both.
She can make 80 miles an hour and
can rise to a height of 2,000 feet in
ten minutes. Ordinarily her crew is
five men, the rest of her weight carry-
ing capacity being used for bombs, am-
munition, fuel, water and oil. Two
pilots sit side by side. They can re-
lieve each other at will, and a chance
shot killing one pilot would not, there-
fore, mean the destruction of the fly-
ing boat during an aerial engagement.

The large boat hull, hung underneath
the lower wing, is noticeably whalelike
in appearance, for it has been found
that this shape offers least resistance
to air and water and is also the safest
in rough water.

Although nothing has been an-
nounced concerning the power of the
three engines, a comparison with the
power plants of other huge planes in-
dicates that each engine must furnish
more than 100 horse power. The Sik-
orsky, for example, with a wing
spread of 118 feet, had four Argus
motors of 100 horse power each. The

first of Signor Caproni's models, a bi-
plane with wing spread of 73 feet, had
three engines of 100 horse power. The
latest Caproni, when tested at Mineola
on September 22 last, was furnished
with three Liberty motors of unknown
power. This plane made a speed of
105 miles an hour carrying five men
and 1,900 pounds of lead.

Ocean No Barrier.
The transatlantic flight is, of course,
a matter for the navy department to
decide, but although he would not dis-
cuss possible plans for its execution
on this account Mr. Curtiss said with-
out reservation that the flight was
within the power of the Colossus.

Although reluctant to talk on this
subject Mr. Curtiss spoke at length
on further aviation and predicted the
commercial use of seaplanes for pas-
senger and freight service between
ports along the Atlantic coast and the
West Indies.

"Of course one of the first develop-
ments in commercial aviation will be
the use of flying boats and seaplanes
for passenger and package carrying
along the Atlantic coast and the West
Indies," he said. "I believe we shall
soon have transatlantic flights. The
reason I believe this and that I believe
marine flying generally will be devel-
oped quicker than land flying is be-
cause no new landing fields are need-
ed. In other words, terminal facil-
ities are already provided, for quiet
harbors, rivers and small lakes are
ideal landing places."

Praises the Navy.
Mr. Curtiss praises the navy depart-
ment for its financial assistance in the
experimental work necessary for the
development of such a machine as the
Colossus. The American, built for Rod-
man Wanamaker before the war, is the
progenitor of the Colossus and other
huge seaplanes, but there is a long gap
between them.

"It probably will be two or three
years before the commercial side of
aviation is developed sufficiently for
the industry to stand on its own feet,"
he said. "The advent of the war made
necessary the construction of a num-
ber of airplane factories, some of which
should and will be developed into good
production plants. I suppose the gov-
ernment's plan for national defense
will include a liberal allowance for the
continued development of naval and
military aircraft for reasons that seem
patent."

"A military plane, of course, is not
suited to commercial purposes any
more than a torpedo destroyer would
be suited for the carriage of passen-
gers or freight. The aim in the devel-

opment of military craft was to pro-
duce a fighting machine, one in which
a maximum amount of armament and
ammunition could be carried without
sacrificing speed, maneuvering abil-
ity and the protection of the pilot and
observer arising therefrom. To con-
vert these military airplanes into com-
mercial types of machines it will be
necessary to change the fuselage (the
framework connecting the planes with
the tail) somewhat so that there will
be more room for passengers and
freight, and probably increase the
wing surface to give the planes a low-
er landing speed and a greater cruising
flexibility, so that it will not be nec-
essary for so much fuel to be carried.
"Fighting ability was the paramount
issue in the building of military craft.
Safety is the keynote of commercial
airplane building."

Europe Turns to Giants.
Gigantic planes are being developed
for after the war purposes in many
European countries, according to Mr.
Curtiss. England and Italy are par-
ticularly active in this respect. The
experience in building bombing ma-
chines, which from the very nature of
their work must have very reliable
power plants and a large weight carry-
ing capacity, is now proving val-
uable for peace purposes.

"Several very long flights have been
made during the war," Mr. Curtiss
said. "I look to see European devel-
opment proceed rapidly. Norway,
Sweden and Denmark are all making
plans for commercial aviation, and I
understand that they are on the verge
of starting several mail routes as soon
as peace is assured."

Both land and water flying machines
will be within the province of the
Curtiss company, the inventor said, al-
though he himself is a stronger be-
liever in the rapid commercial success
of seaplanes rather than land flying
machines.

MAN WHO ORGANIZED THE CONVOY SYSTEM



Commodore Lionel de L. Wells of
the British navy, who organized the
system by which United States troops
and supplies were convoyed to Europe,
is now preparing to return to England
as his work in this country is finished.
Commodore Wells, as head of the con-
voy and route giving branch of the
British admiralty here, frustrated the
U-boats by enabling the troop ships
to elude them. Commodore Wells has
received several honors bestowed by
the king of England and was recently
named a Companion of the Order of
the Bath.

And 10 Cents Apiece, Too!
A perfect egg within an egg was
found by Mrs. Amanda Varney of Vien-
na, Me. The outer egg measured 14
inches in circumference.

Unkindness Often Bad Habit.
Unkindness is more a loose, indiffer-
ent habit than intentional neglect, dis-
respect, or downright meanness.
Words and deeds are parented by
thoughts; and it is so easy to fall into
stolthful, indifferent thinking that, of-
tentimes, unthinkingly, we neglect,
speak carelessly to, or treat uncon-
cernedly those toward whom we ought
to act with most consideration and
deference. G. E. W., in Great
Thoughts.

Color Blind.
One man in England in every sixty
is partially or wholly color blind, so
at least the tests for the English mer-
cantile marine seem to show. A not-
ed professor maintains that the pro-
portion is even larger. Candidates,
after passing all the usual tests relied
upon by the navy and the railway com-
panies, have been found to be defec-
tive by his lantern.

"What Matters the Road?"
Now and then in Brittany one sees
an East Indian, lithe as a panther,
peering in at the open door of a
cathedral with wistful interest. As
Krishna said many hundreds of years
ago: "What matters the road if it
leads to God?"—Nina Larrey Duryea
in Harper's Magazine.

No News.
"I tell you, young Jones is a marked
man."
"Oh, I knew that the moment I saw
the big eagle he has tattooed on his
arm."—Baltimore American.

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Origin of "Yankee."
It is singular there should be any
question concerning the origin of the
well-known sobriquet of "Yankee."
Nearly all the old writers who spoke
of the Indians first known to the
colonists make them pronounce the word
"English" as "Yengeese." Even at this
day it is a provincialism of New Eng-
land to say "English" instead of "Eng-
lish," and there is a close conformity
of sound between the "English" and
"Yengeese," more especially if the lat-
ter word, as was probably the case, be
pronounced short.

The transition from "Yengeese" to
thus pronounced, to "Yankees," is quite
easy. If the former is pronounced
"Yangis," is almost identical with
"Yankees," and Indian words have sel-
dom been spelt as they are pronounced.
The liquids of the Indian would easily
convert "En" into "Yen."—From a
Footnote in Cooper's "The Deer-
slayer."

Precarious Situation.
"How about a jury for this automo-
bile colliding case?"
"We're up a tree," said the lawyer
on the other side.
"How so?"
"Well, a jury of motor owners will
be as wise as all get out about an af-
fair of this kind."
"True."
"While a jury of nonmotorists may
soak the pair of us."

A Real Optimist.
"The baldheaded man who just went
out is the greatest optimist I ever
met," said the druggist.
"That so?" asked the customer.
"Yes," replied the druggist. "When
I guaranteed my brand of hair restor-
er he bought a bottle and bought a
comb and brush because he figured
he'd need them in a few days."—Cle-
cinnat Enquirer.

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